

# DEN'S RAILWAY POLICY.

floor of the house of com-  
R. L. Borden, leader of  
ervative party, has indicated  
de of his party to the na-  
question of transcontinental  
tion. Summarized, it is as

ecure the lowest possible  
transportation, in order that  
e may obtain a portion as  
ossible of the price at which  
ets are sold in our domestic  
markets.  
ecure the transportation of  
products through connecting

romote the development of  
ry—the east with its great  
future, the vast resources  
d, of the forest, of the mine,  
an; and the great West,  
ast plains, capable of sup-  
food, not only of the Em-  
the world, and beyond the  
of British Columbia, with its  
eral and other resources.  
ake immediate steps for the  
any congestion of traffic on  
lines of transportation.

develop and utilize for trans-  
porposes our great national  
the Intercolonial, on which  
expended some seventy mil-  
well as our great inland  
rivers and canals, upon  
have expended as much. It  
sible to ignore this vast ex-  
amounting to perhaps \$150,  
considering our policy in re-  
transportation.

romote the development of  
ry by encouraging coloniza-  
settlement in districts suit-  
that purpose.  
ormally insist that any as-  
siven for the construction of  
shall be amply compensated  
equivalent advantages secur-  
people of the country.

at in concert with and not to  
and discourage individual  
out at the same time to re-  
policies and to maintain ef-  
control over, great corpora-

located the straightening out  
ercolonial railway, to be op-  
the government, and the ex-  
of the road to Georgian bay,  
asing of the C. P. R. north  
Superior by the government  
e of all railways and giving  
g powers to the Intercolo-  
the C. P. R. from Port Wil-  
Winnipeg. He would aid the  
as far as Edmonton, and from  
roads should have running  
er the road to the Pacific  
rom Quebec to Winnipeg, he  
ke it a colonization railway.  
ke of the impossibility of  
competing with water routes.  
efore suggested improvement  
waterways and the better-  
of the harbors at Montreal,  
bay and in the Maritime

he foregoing we are able to  
at Mr. Borden is not content  
icism and denunciation of the  
unk Pacific proposal, but has  
an alternative policy for Can-  
ad. As the Victoria Colo-  
pertinently remarked, that  
a one merit which is com-  
by its absence from the poli-  
e government. It is essen-  
and practical. It advocates  
which will meet practical  
rather than railways which  
ly to sentimental ideas. The  
at practical necessities in  
oday are improved transpor-  
between the lakes and the At-  
aboard, and between the  
and the Pacific seaboard,  
the northern portion of Brit-  
ania. These two necessities  
ment policy purports to  
Conservative party would  
them, but along the lines of  
stance. That is the salient  
Conservative policy. In prac-  
tice out to the development  
tercolonial to the lakes, and  
ary in the future, the provi-  
national highway along the  
ore of Lake Superior. The  
nt policy, on the other hand,  
the destruction of the Inter-  
and the provision of a high-  
ing a pretence of nationality  
the reality from Moncton to  
The press dispatch naively  
that Mr. Borden expressed

tion of freight rates. If farmers,  
manufacturers and miners could get  
together they could reform the abuses  
which rob each and all of them. They  
choose to stay apart quarrelling about  
the tariff. Industry and agriculture  
united could exact justice from the  
railways. Industry and agriculture  
are not united, and the railways rule  
the country.

The mistakes and divisions of en-  
thusiasts who wish to improve the ex-  
isting order, the distrust of the people  
for each other, all tend to protect or-  
der against change and to shelter  
abuses which a united people could  
easily destroy.

## ROGUERY IN POLITICS.

"Roguery in Politics" was the theme  
of a sermon by Rev. J. E. Starr recent-  
ly in his church at Toronto. He said  
that since the beginning of history, rul-  
ers had not been the direct source of  
the law, but only the channel by which  
the state transmitted its desire to the  
people. And back of all that was God,  
from whom they derived their authority,  
their civil relationship and duty. At the  
time of the text, the temple had be-  
come a scene of great depravity, the  
people had established a cattle market  
in it, filling the temple with sharks  
and schemers, at whose hands the sim-  
ple country folk were fleeced. While a  
few young men had risen in revolt at  
these scandalous proceedings, most of  
the people excused themselves on the  
plea that it was none of their business.  
But Jesus did not shelter himself under  
any such excuse, but with just rage  
and gathering indignation He knotted  
a whip and with terrible force advanced  
on the outragers of decency, saying,  
"Take these things hence."

The preacher then explained that such  
things were necessary today to root  
out the enormity of corruption that in-  
fested public life. He said that there  
was no gainsaying the prevalence of the  
evils which even desecrated the inside  
of the churches.

"The political roguery had its first  
step of infamy in the common, vulgar  
buying of votes, a contemptible scheme  
of filching from the voters their fran-  
chise," thundered Dr. Starr; "a crime,  
the stain of which would not wear off  
through eternity. Bought like cattle in  
the open market! A degradation involv-  
ing the loss of manhood of both the  
giver and the receiver."

The preacher went on to say that it  
was claimed that under the present sys-  
tem of voting there was not so much  
roguery as under the old system. But  
he said that the older forms were nothing  
compared to the systematic buying  
of powerful positions in parliament,  
which prevailed today.

"How many voters would sell their  
votes?" asked Dr. Starr. "I am told  
that one out of every five can be  
bought, which means that one out of  
every five of the men of this country  
is not a man at all, but only a chunk of  
mud let down into a suit, with a false  
face on." He said that there was not  
a politician in the country but knew that  
he was speaking the truth. The politi-  
cal parties of the day stood in the posi-  
tion of the pot and the kettle; each  
knew of the other's blackness.

Dr. Starr said that another step on  
the ladder of infamy was the manipu-  
lation of the ballot box. He who spoils  
ballots, switched ballots, stuffed the  
ballot boxes, was a burglar of modern  
political life, entering the houses of the  
public voters and stealing their fran-  
chises. He then went on to describe how  
this manipulation was carried on; how  
the returning officer was fixed, how the  
ballots were spoiled when counted by  
the crooked scrutineers, who had a piece  
of lead ground under his finger nail.  
By such means with the aid of five or  
six other rascals operating in various  
capacities, not only whole constituencies,  
but one constituency after another be-  
came supporters of the government  
which paid for such work.

people blamed the politicians alone, and  
cried "Throttle him!" but as the people  
put these men there, kept them there,  
and had the power to clean them out,  
they were responsible if they did not do  
so. The shirking of political responsi-  
bility was as serious as the shirking of  
other duties generally considered more  
sacred as those dear to the church or  
to the home.

The preacher closed by earnestly exhort-  
ing the people to support the clean men  
and the world should be made to know  
that the churches abhorred this infam-  
ous roguery in politics.

## CARNEGIE IN CONTROVERSY.

Andrew Carnegie has a wonderful  
way of plunging into bogs of contro-  
versy and making an exhibition of  
himself in his efforts to get out. For  
a canny Scot he is singularly indis-  
creet.

Among the most amusing instances  
of his indiscretion are his recent let-  
ters to the London Times on the sub-  
ject of Canadian seaports. Of course,  
with the trade controversy raging  
around him it was impossible for a  
ready writer and talker like Andrew  
to keep quiet, so he sends a letter to  
the Times in which, with the peculiar  
Carnegie taste, he threatens Canada  
with the hostility of the great Ameri-  
can nation if Britain grants a trade  
preference to Canada. After quoting  
from the New York Sun, that "if the  
republic were thus made hostile to  
Britain the grain of Canada would  
never reach her ports of shipment,"  
Mr. Carnegie explained the true in-  
wardness of this threat as follows:

It is the easiest matter possible, a  
word from the president cancels the  
privilege now generously extended to  
Canada of reaching open American  
ports, through American territory,  
with all her foreign business free of  
duty, for five months in the year,  
when her own ports are icebound.

It is quite clear that Mr. Carnegie,  
when he wrote this, believed that Can-  
ada possesses no ice-free Atlantic  
ports. He was promptly disillusioned.  
Several correspondents of the Times  
pointed out how well Canada is off  
for winter ports. Mr. Carnegie  
couldn't afford to be silent. He had  
to make some sort of an attempt to  
"save his face." So he re-entered the  
lists with a letter in which he tried to  
prove that Halifax and St. John, al-  
though they are ice-free ports, might  
as well be left out of consideration.

"These ports," writes the sage of  
Sibbo, "are not available. Halifax is  
distant from Montreal by rail 796  
miles (average of the two rail lines).  
Even at one-half penny per net ton  
per mile, a very low average rate for  
general traffic, the cost of transporta-  
tion is \$3.98 per ton on exports and  
the same on imports—total \$7.96, equal  
to 32s. or, say, 8s per quarter of grain,  
as compared with exports and imports  
through Montreal or American ports.  
The St. John route is shorter by rail  
from Montreal, but 250 miles longer  
sea voyage. It is said Halifax pos-  
sesses advantages over St. John.  
Rates to and from the two ports would  
have to be equal if both were used."

Then he proceeds to show how the  
\$3.98 extra freight per ton would put  
the Canadian route out of business.  
One-third of Canada's exports, he  
points out, is shipped from American  
ports. If this had to be exported by  
way of St. John or Halifax the extra  
cost of carriage would put Canada  
out of the business as a competitor of  
the United States in the British mar-  
ket, for it would far more than out-  
weigh any preference which Canadian  
produce would enjoy in that market.

In his first letter the dear man for-  
got all about the existence of the  
Canadian ice-free ports, and in his  
second letter, for the sake of argu-  
ment, he coolly ignored the existence  
of Montreal and the St. Lawrence.

As a controversialist, Andrew ap-  
pears to less favorable advantage than  
as a man of letters.

sent membership will, in all likelihood,  
be more than doubled before the next  
new year. He apparently knows whereof  
he speaks, and his statement may well  
be accepted as a true forecast. The  
Miner sincerely hopes that Mr. Keen's  
prediction may be realized.

The Provincial Mining Association is  
non-political and knows no class. It is  
organized on the broadest lines. It in-  
cludes in its aims the welfare of every-  
body directly or indirectly associated  
with the mineral industry of the pro-  
vince. It exists as much for the wage  
earner as the capitalist. It is ever  
ready to safeguard the welfare of the  
merchant, the farmer and all others who  
are dependent to any extent upon the  
prosperity of the cause for which it was  
primarily created. It therefore deserves  
the hearty support of all classes and  
conditions of men resident within the  
confines of the province.

The province is in a critical condition.  
It has discarded the old-time and ob-  
solete methods of politics and declared  
for party lines. The people, however,  
have yet to test the wisdom of their  
selection on a party-line basis; it has  
yet to be proved that the party elected  
to power under the newly created sys-  
tem, will do its whole duty to the coun-  
try, so far as the mineral and allied  
industries are concerned. The fact that  
a few big corporations have completely  
dominated political affairs in the past  
to suit their own especial convenience  
has been the great curse of the country.  
It has yet to be shown with absolute  
conclusiveness that this evil influence  
will be stamped out by succeeding gov-  
ernments; that class legislation shall  
cease to obtain; that the rights of the  
masses shall be protected in every re-  
spect. For these reasons, as well as  
numerous others equally valid, it is all  
important that such an organization as  
the Provincial Mining Association shall  
be encouraged and assisted by every-  
body. No man can join the association  
without profit to himself and the coun-  
try at large. From a selfish as well as  
a patriotic standpoint it behooves every-  
body to become a member. The Pro-  
vincial Mining Association is the bul-  
work of our future political and indus-  
trial well being. Join it.

## OUR NORTHLAND.

We have always felt that justice has  
never been done to the Hudson Bay re-  
gion, either as to its land resources or  
the resources of this great inland sea  
and its navigability. It is satisfactory,  
therefore, to learn that the Canadian  
government has chartered the New-  
foundland sealing steamer "Neptune"  
to convey a scientific expedition to  
Hudson Bay. The expedition, which  
will winter at Chesterfield Inlet, is to  
determine the availability of the region  
for a Canadian grain route. Captain  
Samuel Bartlett, for several years na-  
vigator of the Peary steamers, is in  
command of the ship, the crew of which  
consists of Newfoundlanders familiar  
with ice work. The scientific party is  
composed of Canadians. The ship will  
also enforce the Canadian customs laws  
against American whalers who are op-  
erating in Hudson Bay. The expedi-  
tion sent out by the Dominion govern-  
ment some years ago gathered valuable  
information, but in view of what is  
known from other sources, it is now felt  
that that expedition hardly fulfilled  
that portion of its mission relating to  
navigation. The present one we hope  
will bring back a more hopeful report.

It is somewhat humiliating to find  
that we have to look to our United States  
neighbors for a proper appreciation of  
our own country to the north. In busi-  
ness enterprise and in adventure into  
new and untried fields many of our Un-  
ited States cousins show a daring that  
compels our admiration. This daring  
has resulted in the exploiting of certain  
resources of Canada, which would today  
have lain dormant, had they been left  
to the chances of development by Brit-

While millions are veing voted for po-  
litical railways, canals and other public  
works, the government has kept Capt.  
Bernier dangling for the past two years  
on a half promise of a few thousands  
for his Canadian expedition to the  
polar regions, while this confiding and  
self-sacrificing navigator has spent \$25,-  
000 of his own money in enlisting the sym-  
pathies of the government and public  
men, and in preparing his plans. And  
still Capt. Bernier is kept navigating  
the air instead of his native element.  
If polar bears and Arctic whales had  
voted Capt. Bernier would not have to  
wait long for a subvention to equip his  
expedition; but as all he can show is  
that there are indications of coal seams  
for over a thousand miles of the regions  
he proposes to explore he will have to  
wait until some enterprising United  
States prospectors locate and develop  
these coal regions. Then perhaps he  
may regret that he banked on Cana-  
dian patriotism when he refused the offer  
recently made him by a New York  
capitalist who proposed to furnish the  
captain, with a complete outfit, ship  
and all, if he would sail under the flag  
of the United States. These things make  
us wonder whether our public men lack  
most in imagination or foresight in com-  
parison with our neighbors; but what-  
ever the defect we must confess that  
our friends across the border are keen  
and courageous crusaders in the com-  
mercial and manufacturing world, and  
in no sphere of operations have they  
shown greater enterprise than in ex-  
ploiting and developing the resources of  
Eastern and Western Canada.

## KILLING THE CANAL PROJECT.

The suspicion that the Panama route  
was selected by the United States con-  
gress in preference to the Nicaraguan  
proposition in order to facilitate the  
final defeat of the measure is confirm-  
ed in part by the action of the Colum-  
bian senate.

Powerful influences have been op-  
erative to prevent the adoption of a  
canal project, but public sentiment  
necessitated a show of good faith on  
the part of the law makers.

When the feasible Nicaraguan route  
was rejected by congress, and the Pan-  
ama makeshift indorsed in its stead, it  
became evident that the plot to kill  
the canal proposition had found a con-  
venient safety valve.

Senator Morgan, famous as the cham-  
pion of the Nicaraguan plan, was sub-  
jected to no little criticism for refus-  
ing to support the Panama deal, when  
it became evident that no other would  
meet the approval of a Republican  
congress; but the Colombian senate  
has justified the fears and suspicions  
of the distinguished statesman as to  
the import of the step taken by the  
advocates of the Panama route.

It will be hard to disabuse the mind  
of the American public of the thought  
that the opponents of the transoceanic  
waterway found in the support of the  
Panama proposition the easiest and  
most effective method of accomplish-  
ing its defeat.

The excuse offered by the Colum-  
bian senate in refusing to concur in  
the proposed treaty is too attenuated—  
from a logical standpoint—to suggest  
that the action of that body was taken  
in good faith.

The Panama route, despite its numer-  
ous drawbacks, would be better than  
no waterway at all, granting that the  
scheme had matured without a hitch,  
and many gave it their approval on  
these grounds.

But the fact remains that the Isthmian  
proposition contained little of real  
merit, aside from what purported to  
be its cheapness of construction as  
compared with the Nicaraguan route.

There was no guarantee, however,  
that the alleged spam of economy  
which—on the surface of things—led

## THE B. C. GAZETTE.

Appointments and Other Announce-  
ments in Current Issue.

The following appointments and an-  
nouncements are contained in the cur-  
rent issue of the British Columbia  
Gazette:

Appointments are announced as fol-  
lows:

Under Section 9 of the Redistribu-  
tion Act, 1902, Messrs. William Rose  
Lord, S. M., of Port Essington, and  
William T. Kergin, M. D., of Port  
Simpson, justices of the peace, to per-  
form the duties of a county court  
judge, prescribed by Section 25 of the  
"Provincial Elections Act," in and for  
the Skeena electoral district.

Eben R. Collier, of Observatory In-  
let, to be a justice of the peace in  
and for the province.

R. A. Renwick, S. M., of Nelson,  
government agent, to be collector of  
votes for the Nelson city electoral  
district, mining recorder for the Nel-  
son mining division, assessor and col-  
lector, collector of revenue tax, dis-  
trict registrar of births, deaths and  
marriages for the Nelson division of  
West Kootenay, excepting the former  
Slocan riding, registrar under the  
Marriage Act, vice H. Wright, re-  
signed.

S. A. Shatford of Vernon to be re-  
turning officer for the Okanagan elec-  
toral district, vice L. Norris.

D. B. Lazier, M. D., C. M., to be  
resident physician at Cambrorne.

W. B. Letson, of Yreka, to be min-  
ing recorder of the Quatsino mining  
division, vice E. E. Potts, resigned.

J. W. Mogg of Shiamon, Read Is-  
land, and B. E. Drew of Cambrorne,  
have resigned their appointments as  
justices of the peace.

A circular issued by H. M.'s war  
office is published, requesting that  
any family Bibles, taken from Boers  
during the late war and now in pos-  
session of British Columbia residents,  
be forwarded to the provincial secre-  
tary's office in order that these much-  
prized relics may be restored to their  
original owners.

Inspector Gibbins publishes a list of  
farmers and dairymen at Clover Val-  
ley, Hazelmead, Kensington, Prairie,  
Cloverdale, Surrey, Centre, Tynehead,  
Port Kells, East Delta and Crescent  
Island, to whom he has issued certi-  
ficates of health under the Contagious  
Diseases (Animals) Act.

Certificates of incorporation have  
been issued to the following:

Crow's Nest Brewing Company,  
Limited—Capital \$25,000, in 5000 shares  
of \$5 each. To purchase from Adam  
Vand et al. as a going concern the  
brewing business carried on at Mor-  
rissey under the name of the Crow's  
Nest Brewing company.

King Edward Mines, Limited—Cap-  
ital, \$500,000, in 500,000 shares of \$1  
each. To acquire and develop the King  
Edward, Night Hawk, Westmoreland,  
V. V. & E., Johnny Bull, Tip-Top and  
Woodland mineral claims on Suesap  
creek, in the Osoyoos mining division  
of Yale district.

Port Simpson Power Company, Lim-  
ited—Capital \$100,000, in 1000 shares of  
\$100 each. To acquire as a going con-  
cern the business of the Red Cedar  
Lumber company of Vancouver.

D. W. Crowley and J. Downton, liv-  
ery stable keepers and butchers of  
Kelowna, have dissolved partnership,  
John Downton retiring.

John A. Humbird gives notice of his  
intention to apply for permission to  
improve so as to be capable of raft-  
ing and holding logs thereon, the fol-  
lowing waters in the province of  
British Columbia: Gordon Pasha  
lake, Eagle creek or Lewis river, Sec-  
ond Gordon Pasha lake, Horseshoe lake,  
Newton lake and Dodd lake, all of  
said waters being situate in Westmin-  
ster district.

H. T. Thrift of Hazelmead has been  
appointed attorney for British Colum-  
bia for the United Trust, Limited, and  
the Canadian and American Mortgage  
& Trust Company, Limited, in place  
of Gordon T. Legg of Vancouver.

A meeting of the Victoria Terminal  
Railway & Ferry Company, Limited,  
will be held at Victoria at 8:30 p. m.  
on September 5th for the purpose of  
considering the passing of a resolu-  
tion authorizing the directors to raise  
such moneys as are authorized by the  
Company's Act of Incorporation, or  
such less sum of money as may be  
thought advisable, by the issuance of  
bonds, debentures or other securities.

## DOMINION LAUNCHED.

# BLOOD SHED IN STREAMS

Villages Burned Up and  
Their Inhabitants  
Killed.

All European Turks Are  
Called to the Stand-  
ards.

SOFIA, Aug. 25.—A revolutionary  
band has appeared at the village of  
Tcherkeskol, between Adrianople and  
Constantinople, within six hours of the  
sultan's capital. The insurgents and the  
Turks fought, and afterwards the Cir-  
cassian inhabitants of the village pil-  
laged and destroyed three Bulgarian  
villages in the neighborhood, killing all  
the men, women and children, except  
a few who escaped to the mountains.  
The Macedonia fugitives in Bulgaria  
are preparing to send a deputation to  
St. Petersburg to inform the czar of the  
terrible condition of Macedonia and to  
beg for his intervention.

LONDON, Aug. 25.—A dispatch from  
Uskub to the Daily Mail reports that  
every able-bodied man in the European  
villages of Turkey will be called to the  
colors, as sufficient proof of the grav-  
ity of the situation. As a result of Rus-  
sian demands, all officials proved guilty  
of great cruelty in the villayet of Kos-  
ovo by the Austro-Russian consuls two  
months ago have been dismissed and  
punished.

CONSTANTINOPLE, Aug. 25.—The  
presents of food and cigarettes which  
the sultan sent to the Russian squad-  
ron shortly after it anchored off Inla-  
da, on the eastern coast of Turkey,  
were not permitted to be received on  
board the Russian warships, Admiral  
Krieger refusing to accept the presents.

## COAL DISPUTES.

Carroll D. Wright and the Board of  
Conciliation at Work.

NEW YORK, Aug. 25.—The board of  
conciliation to adjust the difficulties in  
the anthracite coal region between the  
miners and the operators met today be-  
hind closed doors at the office of the  
general traffic manager of the Lehigh  
Valley Railroad company. Carroll D.  
Wright met with the board for the first  
time as umpire. The matters on which  
the board failed to agree, and which  
were submitted to Mr. Wright to decide,  
include claims of discrimination by Cox  
Brothers and Company and the Lehigh  
Coal and Navigation company against  
certain striking miners, and the question  
whether the rockmen employed by the  
day under contract in driving rock tun-  
nels come within the jurisdiction of the  
board under the terms of the commis-  
sioner's award. Mr. Wright also has to  
determine one question which arises out  
of the strike of 20,000 men in the Schuyl-  
kill region, following the general strike  
for shorter hours on Saturdays. The  
men returned to work under protest.  
One miner, however, was not taken  
back in one of the Reading mines,  
and it is his application for reinstat-  
ment pending the determination of the  
general question that Mr. Wright is  
to decide.

## HUMBUGGING THE PUBLIC.

"That the American public loves to  
be humbugged is shown by the extra-  
ordinary popularity of what is known  
as 'Egyptian' cigarettes. Of the 500  
varieties of these articles now in the  
market it is almost safe to affirm that  
nine-tenths have had as little relation  
to Egypt as the men who use them  
under the impression that they came  
from Alexandria or Cairo," said J. G.  
Salvin, a New York tobacco drummer,  
to a Star man at the Raleigh today.

"In the first place there is no such  
thing as Egyptian tobacco. The culture  
of the leaf is forbidden by law in that  
country. The reason of the prohibition  
involves a curious chapter in trade his-  
tory. The best cigarette tobacco of  
the east is Turkish, and it is used in  
Russia, Turkey, Egypt and nearly all  
the Mediterranean countries. Long ago  
it was found that Turkish tobacco go-